# THE ANDERSON DAILY INTELLIGENCER

VOL. 1, NO. 38.

Weekly, Established 1869; Daily, Jan. 15, 1814

ANDERSON, S. C. WEDNESDAY MORNING, FEBRUARY 28, 1914.

PRICE FIVE CENTS.

\$5.00 PER ANNUM

## ANDERSON STANDS READY FOR EVERY FORWARD

SUCH IS THE PLEDGE OF JAS. D. HAMMETT, CHAIRMAN OF THE EXECUAIVE COMMITTEE OF THE CHAMBER OF COMMERCE AT THE MEETING LAST NIGHT

In this, the first annual meeting of of the railroad before the axeman can the reorganized Chamber of Comdevelop his energies.

Anderson County's Greatness.

the reorganized Chamber of Commerce of Anderson, we come together, I trust, as a body looking on the past with pride and looking to the future with happy expectations of great and good things to come.

Your board of directors have given of their time and energy without complaint and with the assistance of your efficient secretary. Mr. Porter A. Whaley, have instilled new life into the community and have caused Anderson to be better and more favorably known. The Chamber of Commerce has entered upon its most useful period, for the larger part of the year just ended has of necessity been one of reorganization and gettting in touch with those things which are most useful to the material and intellectual welfare of the community as a whole.

Mr. Whaley will present to you a synopsis of the year's work and I only. The cotton mill industry of

t believe you can count the pappers of the county on the fingers of your hand. There is abundant soil whose fertility cannot be questioned, and men, ready and willing to do that which most appeals to an honest citi-

What Anderson Needs.

While we have the men and the soil, and are grateful for the transportation facilities we now have, I portation facilities we now have, I say with all candor and carnesiness that Anderson feels the need of a through trunk line of railroad or railroads, and stands ready and will to make any reasonable sacrifice to encourage the building or such lines. He not understand that it is my purpose to Lamarras you by urging at this thus questions that you perhaps are not prepared to answer and that you do not wish to answer. Simply understand that we stand ready with a willing hand to do that

most useful to the material and intellectual welfare of the community as a whole.

Mr. Whaley will present to you a synopsis of the year's work and I only wish to urge upon you that the Chamber of Commerce is your organization, that it belongs solely to the citizenship of this community and that withor, the sympathy and support of the editize community is usefulness will be seriously impaired. The board has acted in all cause as they, as a board, and as individuals, fell was for the best for the entire community and while crrors of judgment may have been in evidence so long as the Chmber is an active one, yet sympathy and support will be given.

Guests Welcomed.

If is with peculiar pleasure that we have with us tonight the representative of the three great transportative of the great tr

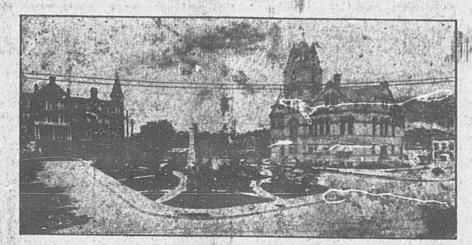


MR. JAS. D. HAMMETT Chairman of the Board of Directors Chamber of Commerce

charmers not prepared to answer.

Simply understand that we stand ready with a willing mand to do that which our ability permits to assist in showing to the great Southern Railway coursans that it is more exotomical to united its road from Gainesville, Ga., to Greenville, S. C., vin Anderson, than would be the case to double track its main line between those two points becides the new route would open mp one of the most fertile sections of the South and theren the running time between Greenville, and Atlanta by quite and a direct three the completion of the Blue Hidge Railroad opening a direct three the completion of the Blue Hidge Railroad opening a direct three the completion of the Blue Hidge Railroad opening a direct three the first waste and to the great Affantic Cast Line and the freshire, and that when you still pleanwait & Northern, we come to you with tokens of explaining the great freshis, and that we are last and and service for the control of the property of the control of the Blue Hidge Railroad opening a direct three the first three controls and the property of the control of the blue could miner of the first have a strained to the great Affantic Cast Line and the freshire, and that when you will be pleased to make a strain through the greaty to the great went that no way must be round when you wish to round the property the fertile and propherons county, and about you wish to round the sales of the first through the freshire and propherons county, and about you wish to reach the county and down the work and of the savarnah where rich went faint of t

#### "ANDERSON IS MY TOWN"



WE ALL LOVE HER, WILL WORK FOR HER, WILL PULL TOGETHER FOR HER

### POLICY OF SOUTHERN RAILWAY DECLARED BY PRES. HARRISON

This Great Railway System Recognizes That Blue Ridge Should Be Completed, But Will Proceed Conservatively

individual, I do not think that it is the best policy for a community, for the reason that it makes community prosperly depend upon the vicissitudes of a single industry.

I believe therefore, that it should be the aim of commercial organizations is our southern cities and towns to emodurage as far as practicable the diversification of industries. Conditions at Anderson are favorable for a diversified industrial development. You have hard wood forests near at hand and are not far distant from supplies of fron and steel.

You have cheap power and a climate

You have cheap power and a climate which, by reason of its mild winters and its freedom from the excessive summer heat of many more northern locatilities, is conducted to the effect.

of Anderson—and the annual value of their product is in excess of \$14.

606,000.00.

Thus far the industrial development of Anderson has been very largely in connection with the textile industry.

Mark Twain once reversed the old adage about not putting all your eggs in one basket by saying something to the effect that it was the best policy to put your eggs in one basket and watch that basket. Without disputing the wisdom of this, as applied to the individual. I do not think that it is the best policy for a community, for the reason that it makes community. this original project and the construc-tion that would make the Blue Ridge Road a part of a through line from the Atlantic Seaboard to the West.

In the meantime, however, you have achieved the real purpose of your plan for you to have direct line to the West along substantially the line of the original project of the Louisville, Cincinnati and Charleston. I have just come from Cincinnati to Anderson over that line in three days and have

you are soon to have another line to the west in the northern extension of the Carolina, Clinchfield and Ohio.

Anderson thus has efficient rail transportation to the West, but other lines are still desirable, and old plans are sensible. iocatifiles, is conductive to the effici-ency of labor. I know that the mem-bers of this Chamber of Commerce sion of the Blue Ridge Road, so as to are alive to the importance of these make it a part of a through line to

South.

It is natural that the people in any locality shall fully appreciate the importance and desirability of railroad disbursements and improvements in their own immediate neighborhood. The railroad manager must take a broader view. He must consider the system as a whole in relation to avialable resources and give precedence to those bettements that will most facilitate the movement of its traffic as a whole. In taking this broad view cart to the carriage; from the extent of the carriage

facilitate the movement of its traffic as a whole. In taking this broad view he may, at times, in the true and larger interest of the people of a community, run counter to local option. The ability of your raffroads to do what you would tike to have them do and to do what their managers would most assuredly like to do, in your interest as well as their own, is dependent to be and of progress on land transportation, but with the discovery of the steam engine and the invention of the locomolive the very ends of the earth, as it were, have been been dear very largely upon the support they receive from the people of the South. They are operating under a system of public regulation, even of the activities of the statute law than any system of public regulation, even of the activities of sovernment itself, which the world has a ever known.

Thus far regulation has been consecured to the carriege; from the earth as the statute law than any system of public regulation, even of the activities of the carriege; from the earth and then the world has a cerned principally with the forrection.

Thus far regulation has been consecured to the carriege; from the earth and then the carriege; from the earth and then the world has a concentration to the statute and the statute law than any system of public regulation, even of the activities of the community should take account of the sound of the very known.

Thus far regulation has been consecured principally with the forrection of the realloads as an animity should take account of the community should take a

# CAPT, ALBERT W. AN TALKS OF "OUR

ADDRESS AT THE ANNUAL MEETING OF CHAMBER COMMERCE BY GENERAL MANAGER OF THE CHARLES. TON AND WESTERN CAROLINA

Mr. Toastmaster and Gentlemen: I must thank your committee for the the comfort and luxury of our own privilege of being with you this even-country.

ing and for this opportunity of a few.

People Should be Patient. minutes' talk to so many of my old

ward the civilization of the world and

People Should be Patient.

Oh yes: there are delayed passen-

minutes' talk to so many of my old friends.

In assigning me to the subject "Our Railroads" your committee no doubt had in mind by tendency to discuss railroading upon the slightest provocation.

If I should indulge rather freely in saying good things about "Our Railroads" you must patiently bear it and I am sure you will for you have a new hearty commendation as much as it seems to enjoy your business.

Men are alive today who were born before there was a fulle of railroad in the world and yet there are today in our country alone over 236,000 miles of railroad main line costing approximately 16 billion dollars, earning gross each year over 3 billions and paying out for wages, fuel, supplies and other expenses over 2 billions.

Frequently we hear 'Our Railroads' condemned for lack of progress and yet within the life time, as I have said, of some man we have progressed from the locomotive of a few tons' appecity to the Maillet compound to the progress of the compound of the locomotive of a few tons' appecity to the Maillet compound to the progress of the compound of the locomotive of a few tons' appecity to the Maillet compound to the progress of the compound of the locomotive of a few tons' appecity to the Maillet compound to the progress and the compound to the locomotive of a few tons' appecity to the Maillet compound to the locomotive of a few tons' appecity to the Maillet compound to the progress and the compound to the locomotive of a few tons' appecity to the Maillet compound to the locomotive of a few tons' appecity to the Maillet compound to the locomotive of a few tons' appecity to the Maillet compound to the locomotive of the loco

Anderson and Anderson county typing frequently south. Here as the property of the frequently south. Here as the property of the frequently south the frequently south. Here as the fine of the frequently south of Anderson county for the fine of the frequently south of the south o

made, following every newspaper account of death as the result of some railroad accident, that more regulations and more laws passed to put a stop to the outland our carelessness of "Our Railroads."

It is true that marvellour progress has made in sil lines of human endeavor but no progress has been so marvellous as that of "Our Railroads;" not only, mark you, in the densely populated sections, but in the sparsely settled parts of our country.

The Chase of Progress,

"Our Railroads" are not only your country.

The Chase of Progress,

"Our Railroads" are not only your country.

Walt Mason says:



HOW WOULD THIS LOOK TO LLING INTO ATLANTA FILLED WITH BOOSTERS FOR AN